

GASOLINE GOES UP

TO 32C. A GALLON

Corporations Raise Price to

Wholesalers Because of Short-

age and Higher Costs.

FURTHER JUMP EXPECTED

Crude Oil Production Inade-

quate to Meet Enormous De-

mands of Motor Driven Cars.

Automobile, motor truck, air-

plane and, in fact, every form of

motor driven sport, as well as com-

mercial transportation, is going to be

more costly during the coming year than

ever before. Both the Standard Oil

Company of New York and the sister

New Jersey corporation have increased

the wholesale price of gasoline two cents

a gallon, the rise in price being effective

from last Wednesday.

Though none of the high authorities at

the Standard Oil Company is willing to stake his

reputation by venturing a personally re-

ported prophecy, it is a fairly safe pre-

diction that the same conditions which

are quoted there as basic reasons for the

increasingly precious "fuel" to mount

still higher before a downward trend

sets in.

The Standard Oil officials tell you, not

without pride, that gasoline is one of the

few products the price of which, not-

withstanding the enormous volume of

consumption during the war, has not

risen. On January 1 last the wholesale

price at the New York corporation was

\$1.00 a gallon, or 24 cents a gallon. Then

it rose to 24 1/2 cents and now the whole-

sale price in the metropolitan district

includes all of Connecticut, New

York and New Jersey is 26 cents a

gallon. As a result most of the

garages have raised their retail price

to 32 cents.

Supply of Crude Oil Limited.

Expressed in tabular form, the reason

given at the Standard Oil Company for the

increase in the price of gasoline is the

inadequacy of crude oil produc-

tion to meet the enormous demand

for the same. The Standard Oil Com-

pany states that the production of

crude oil in the United States is

about 1,000,000 barrels a day, while

the demand is about 1,200,000 barrels

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URGES RECOVERY OF

HUGE POWER RIGHTS

Commissioner Wants State to

Develop Niagara Gorge.

Special to The Sun and New York Herald.

ALBANY, March 11.—George D. Pratt,

Conservation Commissioner, today

presented a bill to the Legislature

for the State development of water

power in the Niagara gorge, at a cost

of \$15,000,000, at a hearing today on

the State-Admiral bill repealing charters

of four companies which received for

water power rights from the State Legis-

lature in 1890, 1892, 1894 and 1902.

The bill would give the State the

most valuable water power rights in the

country," declared Commissioner Pratt.

"Unless the State can regain control

of the waters of the Niagara gorge the

main in the future will be to the

private companies which have earned

privileges, and if these companies

can obtain permits from the Federal

Government, will reap returns which

will be a heavy burden to the people of

the State."

Commissioner Pratt told the Finance

Committee of the Senate and the Ways

and Means Committee of the Assembly

that the State has a right to the

power at the Niagara gorge which would

overcome the acute shortage of power in

the western part of the State.

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RAILWAYS PREPARE

FOR I. C. C. MEETING

Association of Executives Con-

sidering Questions to Be

Settled.

Special to The Sun and New York Herald.

ALBANY, March 11.—The Association

of Railway Executives at-
tended yesterday the last important

meeting of railroad executives prior to

the conference with the Interstate Com-

merce Commission on March 22. Questions

which will come up for settlement

at that time were decided and the atti-

tude of the association was determined

upon.

Represented at the meeting were the

standing and law committees and the

traffic sub-committee of the rate com-

mission. The subject of the meeting

was the progress of railroad operation

under private management, the possi-

bility of improvement in the car supply,

the value of railway property used

for other than rate-making purposes

under the new act and whether rates

should be based on the aggregate of the

country as a whole or divided into vari-

ous groups.

The attitude of the association on all

of those points was not disclosed, but it

was put in evidence at the hearing in

Washington on March 22. The associa-

tion came to no decision on the matter

for railroad representatives on per-

manent board provided by section 301

of the railway act, which permits equal

representation to the public, the rail-

roads and labor on the board, which

will take up questions and matters

affecting railway labor.

The resignation of Clinton L. Bardo,

to permit him to handle the pressure of

the new law, was accepted. The new

managing director of the Interstate Com-

merce Commission, Mr. Dyer, was ap-

pointed under section 301 of the railway

act. The new managing director of the

Interstate Commerce Commission, Mr. Dyer,

was appointed under section 301 of the

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PRODUCE MARKET.

BEANS AND PEAS.—Beans.—March 11.

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